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REMARKS

Applicant wishes to thank the Examiner for the detailed remarks. Claims 1, 4 and 13 have been amended and claim 18 has been canceled. New claims 19-20 are presented. Accordingly, claims 1-3, 5-17 and 19 and 20 are pending.

Claims 1-9 and 13-18 were rejected under 35 U.S.C. §103(a) as being unpatentable over *Soloy* (4531694) in view of *Heidrich* (4568289). Applicant respectfully traverses these rejections, as there absolutely no teaching, suggestion, or motivation to modify *Soloy* in view of *Heidrich* as proposed. *Soloy* discloses a marine transmission gear unit with a double drive where two driving engines are arranged on one side of and parallel to the propeller shaft axis. *Heidrich* discloses a turbine engine drive and mounting assembly for a propeller-driven, fixed-wing aircraft in which high torque loads at the gearbox are transmitted through the support frame directly to the air frame, bypassing the engine.

Soloy discloses a gearbox which combines two driving engines arranged on one side of and parallel to the propeller shaft axis. *Heidrich* discloses a single engine coaxial gearbox to gearbox arrangement through a single shaft 50. Such significant differences in gearbox arrangements are not a mere substitution of "equivalent drives for a turbo drive" as suggested by the Examiner. Simply, there is no motivation to combine *Soloy* in view of *Heidrich*. The only motivation to make the combination as proposed is by following the knowledge disclosed within the present invention. This is impermissible usage of Hindsight in an attempt to recreate Applicants device. Accordingly, claims 1-9 and 13-18 are properly allowable.

Even if the combination were properly made, there are differences between the claimed invention and the teachings of the cited references so that the combination does not meet the limitations of Applicant's claims. Neither reference alone or in combination discloses, suggests or teaches a gas turbine engine pivotally mounted along a pivot axis passing through a center of gravity of said gas turbine engine as recited in amended claims 1 and 13 and original claim 10.

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New claims 19 and 20 recite that the engine is free to pivot during operation which is neither disclosed nor suggested by the cited references and are thus properly allowable. Notably, the *Heidrich* pivot mounts permit the engine to be pivoted up on the support frame for servicing without removing it from the frame. Some of the longitudinal frame members may be removable to facilitate pivoting of and access to the engine. This is not during engine operation.

Please charge \$86 to Deposit Account No. 50-1482, in the name of Carlson, Gaskey & Olds, for one additional independent claim. If any additional fees or extensions of time are required, please charge to Deposit Account No. 50-1482.

Applicant respectfully submits that this case is in condition for allowance. If the Examiner believes that a teleconference will facilitate moving this case forward to being issued, Applicant's representative can be contacted at the number indicated below.

Respectfully Submitted,
CARLSON, GASKEY & OLDS, P.C.



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